

## TWO BRD MEN DIE

Badger and Johnstone Killed at Chicago Aviation Meet.

Both Accidents Caused by Flaws in the Machines.

ONE DROPPED IN PIT

The Other Went to the Bottom of Lake Michigan.

Atwood Files to Elkhart, Ind., Without a Stop.

Chicago, Aug. 16.—Two aviators, William R. Badger of Pittsburg, and St. Croix Johnstone of Chicago, both young men, lost their lives at the international aviation meet here late yesterday. In dying both revealed the frailty of the craft in which two score more aviators were curving and gliding about in the air, with scarcely a pause for the deaths of their contemporaries.

Death in both cases was due to unexplained accidents, probably the result of unnoticed defects in the mechanism of the machines, and was in no way caused by carelessness or lack of responsibility of the drivers.

Badger, a wealthy youth, came to his death in a pit in the aviation field. There had been a flaw in one of the wings of the propeller of the Baldwin machine he drove. Centrifugal force broke the propeller, upset the delicate equilibrium of the machine and Badger dashed 100 feet to the bottom of the pit, his neck being broken.

Johnstone fell 500 feet under his engine and was drowned in Lake Michigan as the result of an equally unexpected defect. Caught under the heavy engine in the Moisant monoplane, he was carried deep into the lake and his body was not brought to the surface until an hour later.

Badger lived for three-quarters of an hour after he had been extricated from the wreck of his engine. He did not recover consciousness and died almost immediately after he had reached a hospital. His death was the first serious accident of the meet, although thirty-five fliers have dipped and glided here for four months.

Several similar accidents have been narrowly averted.

Badger flew as he formerly drove racing automobiles, but as an aviator, he was the stepson of John Goettman of Pittsburg, and was 25 years old. He possessed an independent fortune and gratified a well-developed speed mania in the early days of automobiles, he was among the first to make amateur records at Daytona and Palm Beach. He was an intimate friend of Louis Strang, the automobile race driver, who died beneath the engine of an automobile in Wisconsin about a month ago.

Through his friendship with Strang, Badger met Captain Thomas I. Baldwin. He bought an airplane outright and received his first flying lessons at Mineola, N. Y., July 15, when he made a successful flight and was granted a pilot's license. Following this he had further flights and his enthusiasm grew.

He was met by J. C. (Bud) Morris and decided to meet him here. He had planned to finish the meet here and then take a train to Wheeling, whence he wanted to make a triumphant flight into his home city of Pittsburg. He was entered in a coming meet in Boston.

Captain Baldwin after the accident at once withdrew all his machines from the meet.

Johnstone's Fall.

Johnstone's accident was due, according to expert aviators, to similar unsuspected flaws in the mechanism of his monoplane. Just what it was probably will never be known, as the engine is damaged. The lake, and the wood and canvas of the plane were broken and scattered by the tremendous impact with the surface of the water.

Johnstone's actual fall was witnessed by his young wife, although it was not until half an hour later that she was informed of his death.

As the monoplane faltered in mid-air, then crashed downward to the surface of the lake, the young aviator's wife, who had been following his flight closely, cringed a technician's arm and exclaimed in fear: "Oh, oh, my, he's falling! My boy will be killed!"

Wives of half a dozen other aviators, whose attention had been riveted on the plunging machine that was to carry the second victim of the day to his death, rushed to Mrs. Johnstone's side, and as the machine hurtled into the lake and out of sight, they tried to assure her that Johnstone would suffer nothing more than a ducking.

Possibly the most dramatic of the feathered victims, "but you could see the

Quart Jar Preserves 30c

WM. GREEN & SON GROCERY CO.

## ATWOOD SOARS ON.

(Continued from Page One.)

"It was amusing to see how calmly the people watched me. Whole crowds, looking up, shouted up to me to stop as if I could remain stationary in the air. Almost all the way I went against the wind, otherwise I think I would have broken the best track record. As it was, I ran a race with a train from South Bend here, thinking it was the 18-hour New York Limited, but it was not."

The aviator and Chairman Mudd of the aviation meet indulged in high words a minute before he started. Atwood claimed he was offered \$1,000 to delay his start until 3:30, whereas an uncanceled check for \$500 was offered him.

The aviator spurned the check and declared he would start from the south end of the field instead of from the starting line. The check was certified and thrust into his hands just as he started.

Owing to this dispute, Atwood circled the field only once instead of four times as had been expected and the squadron of aeroplanes which was to have escorted him on the first few miles of his trip remained at the aerodrome.

Atwood said he probably would carry a passenger from here to Toledo.

Vedrine Fell Into the Sea.

Treville, France, Aug. 16.—Julius Vedrine, the French aviator, flew from Paris to this place today in 5 1/2 hours. He missed landing on the beach and fell into the sea but was rescued unharmed.

SUPPLEMENTAL TEXT BOOKS.

Protest Against Their Use Voiced by Dr. Harding.

To the Editor of the State Journal:

Is there graft connected with the wholesale evasion and violation of the uniformity school text book law in Topeka? If there is a rascally, who gets it? No citizen of Topeka believes that the members of the school board are hooked up with this plan of filching the people out of thousands of dollars in the purchase of "supplementary" books, which is an open and flagrant violation of law. It is inconceivable that Mrs. Evans, Mr. McCarter, Mr. Jones, Mr. Lindell, Judge Atchison, Mr. Holliday, Dr. Marston or any member of the board would lend themselves to a scheme that has filched thousands of dollars out of the pockets of school patrons, and that is in fact, an open violation of law.

Who, then, is responsible for the action of the school board at its meeting Monday night, August 14, when it ordered, as a starter, the purchase of \$500 worth of "supplementary" reading books for the schools? One city superintendent knows that this and other causes retired him from office. Will history repeat itself with the purchase of the French "tu"? Carefully instructed persons, nevertheless, in addressing their elders and their official superiors, and men of keen social perceptions within hearing, the misnomer of "tu" may be conveyed by tone of voice, intonation of the body, or the like. When we come to the third personal pronoun we find difficulties upon which the grammars give no aid.

"Ego et meus res" was said in Latin, but bad courtiership. The grammars teach us the polite sequence, "you," "he," "it," but do not warn us that the third personal pronoun is an invidious unless used with the most delicate care. It may have, indeed, almost the contemptuous force of the Latin "ipse" when employed of a person present in addressing another. The plural form "they" is a little less invidious, perhaps because it is inconvenient to run over two or more names in indicating several persons within hearing. The objective forms, "him," "her," "them," all share in greater or less degree the invidious quality of "he."

The raw crudity of speech that disregards these subtle distinctions of grammar and even of positive insult, yet, the schools, which concern themselves with so many non-essentials of language, speak no warning of all this. Perhaps the official instructors of youth are thus silent because the matter is not so much one of grammar as of etiquette. It may be accepted as another proof of something essentially better mannered in the French and Italians than in ourselves that their grammars carefully point out distinctions in the use of the second personal pronoun that are almost as clearly matters of etiquette as the neglected delicacies of usage in the case of our third personal pronouns.—Boston Herald.

SHIFT IN THE DIPLOMATIC CORPS

Atchison, Kan., Aug. 16.—No accident in years has caused such great sorrow in Atchison as the death of Roy Sagar, 19 years old, who was shot as he started to pick up a shotgun from the bottom of a boat. The load from the gun entered his right leg, severing a large artery, and he bled to death before aid could reach him.

With him was Edward Martin, age 11 years, and who lives at Hutter's. Both of the boys had been staying at the home of Mrs. A. Ashcraft, grandmother of the Martin boy.

Deaths Wound.

New York, Aug. 16.—SUGAR.—Raw, firm; Muscovado, 90 test, \$4.2; centrifugal, 96 test, \$4.2; molasses, 90 test, \$4.17; refined, steady.

COFFEE.—Spot, steady.

Cotton Market.

Galveston, Tex., Aug. 16.—COTTON.—Market higher, 12 1/2c.

Kansas City Live Stock Sales.

The following sales were made this morning at all stock yards:

CATTLE.—Receipts 8,000 head. Market strong. Top steers, \$8.00.

HOGS.—Receipts 6,000 head. Market open to 10c higher; now steady. Bulk of sheep, \$7.00; 45c; top, \$7.60.

SHEEP.—Receipts 5,000 head. Market steady.

KILLING STEERS.

No.	WT.	Price	No.	WT.	Price
1	1,114	7.50	15	1,482	7.70
2	1,114	7.50	16	1,482	7.70
3	1,114	7.50	17	1,482	7.70
4	1,114	7.50	18	1,482	7.70
5	1,114	7.50	19	1,482	7.70
6	1,114	7.50	20	1,482	7.70
7	1,114	7.50	21	1,482	7.70
8	1,114	7.50	22	1,482	7.70
9	1,114	7.50	23	1,482	7.70
10	1,114	7.50	24	1,482	7.70
11	1,114	7.50	25	1,482	7.70
12	1,114	7.50	26	1,482	7.70
13	1,114	7.50	27	1,482	7.70
14	1,114	7.50	28	1,482	7.70
15	1,114	7.50	29	1,482	7.70
16	1,114	7.50	30	1,482	7.70
17	1,114	7.50	31	1,482	7.70
18	1,114	7.50	32	1,482	7.70
19	1,114	7.50	33	1,482	7.70
20	1,114	7.50	34	1,482	7.70
21	1,114	7.50	35	1,482	7.70
22	1,114	7.50	36	1,482	7.70
23	1,114	7.50	37	1,482	7.70
24	1,114	7.50	38	1,482	7.70
25	1,114	7.50	39	1,482	7.70
26	1,114	7.50	40	1,482	7.70
27	1,114	7.50	41	1,482	7.70
28	1,114	7.50	42	1,482	7.70
29	1,114	7.50	43	1,482	7.70
30	1,114	7.50	44	1,482	7.70
31	1,114	7.50	45	1,482	7.70
32	1,114	7.50	46	1,482	7.70
33	1,114	7.50	47	1,482	7.70
34	1,114	7.50	48	1,482	7.70
35	1,114	7.50	49	1,482	7.70
36	1,114	7.50	50	1,482	7.70
37	1,114	7.50	51	1,482	7.70
38	1,114	7.50	52	1,482	7.70
39	1,114	7.50	53	1,482	7.70
40	1,114	7.50	54	1,482	7.70
41	1,114	7.50	55	1,482	7.70
42	1,114	7.50	56	1,482	7.70
43	1,114	7.50	57	1,482	7.70
44	1,114	7.50	58	1,482	7.70
45	1,114	7.50	59	1,482	7.70
46	1,114	7.50	60	1,482	7.70
47	1,114	7.50	61	1,482	7.70
48	1,114	7.50	62	1,482	7.70
49	1,114	7.50	63	1,482	7.70
50	1,114	7.50	64	1,482	7.70
51	1,114	7.50	65	1,482	7.70
52	1,114	7.50	66	1,482	7.70
53	1,114	7.50	67	1,482	7.70
54	1,114	7.50	68	1,482	7.70
55	1,114	7.50	69	1,482	7.70
56	1,114	7.50	70	1,482	7.70
57	1,114	7.50	71	1,482	7.70
58	1,114	7.50	72	1,482	7.70
59	1,114	7.50	73	1,482	7.70
60	1,114	7.50	74	1,482	7.70
61	1,114	7.50	75	1,482	7.70
62	1,114	7.50	76	1,482	7.70
63	1,114	7.50	77	1,482	7.70
64	1,114	7.50	78	1,482	7.70
65	1,114	7.50	79	1,482	7.70
66	1,114	7.50	80	1,482	7.70
67	1,114	7.50	81	1,482	7.70
68	1,114	7.50	82	1,482	7.70
69	1,114	7.50	83	1,482	7.70
70	1,114	7.50	84	1,482	7.70
71	1,114	7.50	85	1,482	7.70
72	1,114	7.50	86	1,482	7.70
73	1,114	7.50	87	1,482	7.70
74	1,114	7.50	88	1,482	7.70
75	1,114	7.50	89	1,482	7.70
76	1,114	7.50	90	1,482	7.70
77	1,114	7.50	91	1,482	7.70
78	1,114	7.50	92	1,482	7.70
79	1,114	7.50	93	1,482	7.70
80	1,114	7.50	94	1,482	7.70
81	1,114	7.50	95	1,482	7.70
82	1,114	7.50	96	1,482	7.70
83	1,114	7.50	97	1,482	7.70
84	1,114	7.50	98	1,482	7.70
85	1,114	7.50	99	1,482	7.70
86	1,114	7.50	100	1,482	7.70
87	1,114	7.50	101	1,482	7.70
88	1,114	7.50	102	1,482	7.70
89	1,114	7.50	103	1,482	7.70
90	1,114	7.50	104	1,482	7.70
91	1,114	7.50	105	1,482	7.70
92	1,114	7.50	106	1,482	7.70
93	1,114	7.50	107	1,482	7.70
94	1,114	7.50	108	1,482	7.70
95	1,114	7.50	109	1,482	7.70
96	1,114	7.50	110	1,482	7.70
97	1,114	7.50	111	1,482	7.70
98	1,114	7.50	112	1,482	7.70
99	1,114	7.50	113	1,482	7.70
100	1,114	7.50	114	1,482	7.70
101	1,114	7.50	115	1,482	7.70
102	1,114	7.50	116	1,482	7.70
103	1,114	7.50	117	1,482	7.70
104	1,114	7.50	118	1,482	7.70
105	1,114	7.50	119	1,482	7.70
106	1,114	7.50	120	1,482	7.70
107	1,114	7.50	121	1,482	7.70
108	1,114	7.50	122	1,482	7.70
109	1,114	7.50	123	1,482	7.70
110	1,114	7.50	124	1,482	7.70
111	1,114	7.50	125	1,482	7.70
112	1,114	7.50	126	1,482	7.70
113	1,114	7.50	127	1,482	7.70
114	1,114	7.50	128	1,482	7.70
115	1,114	7.50	129	1,482	7.70
116	1,114	7.50	130	1,482	7.70
117	1,114	7.50	131	1,482	7.70
118	1,114	7.50	132	1,482	7.70
119	1,114	7.50	133	1,482	7.70
120	1,114	7.50	134	1,482	7.70
121	1,114	7.50	135	1,482	7.70
122	1,114	7.50	136	1,482	7.70
123	1,114	7.50	137	1,482	7.70
124	1,114	7.50	138	1,482	7.70
125	1,114	7.50	139	1,482	7.70
126	1,114	7.50	140	1,482	7.70
127	1,114	7.50	141	1,482	7.70
128	1,114	7.50	142	1,482	7.70
129	1,114	7.50	143	1,482	7.70
130	1,114	7.50	144</		